



Main datas

Builder : Trident
Year : 1979
Length : 10,70
Draft minimum : 1,55
Hull : Monohull
Area : France Brittany West
Berth details :
Flag : France

Subtype :
Architect : Angus Primrose
Material : GRP
Beam : 3,23
keel : Deep keel
Life Raft : Yes
Mooring : No
Leasing in progress : No

Engines

Model : OM636
Montage : In Board (IB)
Power Unit. (CV) : 42
Hours : 0
Fuel capacity : 200

Brand : MERCEDES
Fuel : Diesel
Engine(s) : 1

Owner's Comments : ENGINE :Mercedes OM 63642 HP
Serviced in 2020
Operating hours unknown
Shaft diameter 31.75 mm (1 1/4")
3-blade bronze propeller
PSS stuffing box ? 2021
Dual internal and external clutch controls
Reversing gear replaced in 2023
Cockpit clutch control replaced (Vetus) in 2022
Bilge fan (needs repair)
55A alternator replaced in 2025
140 L stainless steel fuel tank (under bridge)
Bow thruster

Facilities

| | |
|------------------|------------------|
| Sailor Cabin : 1 | Double Cabin : 1 |
| WC : Electric | Head : 1 |
| Helm : Yes | Berth : 5 |
| | Flybridge : No |

Electronics

| | |
|---|--------------------|
| Radar details : | Radar : No |
| Pilot details : AUTOELM ST 6000 | Autopilot : Yes |
| Sounder details : AUTOHELM | Sounder : Yes |
| GPS details : - AUTOHELM GPS- RAYMARINE A70d GPS plotter | GPS : Yes |
| Plotter details : - AUTOHELM ST 6000 autopilot- AUTOHELM depth sounder- AUTOHELM log/speedometer- AUTOHELM GPS- RAYMARINE A70d GPS plotter- Windex wind vane- Wind Converter 12/220V- Yes | Chartplotter : Yes |
| Watermaker details : | VHF : Yes |
| PLASTIMO compass - 2024- AIS receiver- Hydrovane windvane self-steering system - 2022 | Watermaker : No |

Bridge equipment

| | |
|---|------------------------|
| Hydraulic Gangway : No | Gangway : No |
| Bath platform : No | Davits : No |
| Winter cover : No | Electric windlass : No |
| Sprayhood : Yes | Cockpit awning : No |
| Teak cockpit : No | Furling genoa : Yes |
| Windex wind vane- Wind Converter 12/220V- Yes | Watermaker : No |

Major equipment

| | |
|---|--------------------|
| Stern thruster : No | Bow Thruster : Yes |
| Group and thruster details : - bow thruster | Marine Gen. : No |
| Charger and AC details : - 4-battery bank- 2 x 100 Ah for house systems- 1 x 70 Ah for the engine- 1 x 70 Ah for the bow thruster- Battery charger with charge distributor - 2022- Blue Sea System: electrical panel - 2022- 1200W 12V/220V inverter - Victron PureSinusWave - 2025- 220V shore power connection with residual current circuit breaker protection panel- 4 solar panels (1 x 100W / 1 x 54W / 2 x 52W) - 2025- 2 Victron MPPT charge controllers - 2025 | AC : No |
| | Hot water : Yes |
| | Flaps : No |
| | Tender Engine : No |

Appliances

Freezer : No

Microwaves : No

Electric stove : No

Heating details : air heating system (never used to be revised)

Dishwasher : No

TV : No

IceMaker : No

Oven : Yes

Gas stove : Yes

Heater : Yes

Washing machine : No

TV antenna : No

SAT-TV : No

Owner's Comments

- Sloop sailboat / Pilothouse "Voyager 35" - TRIDENT MARINE Ltd - UK - VOYAGER 35 - Year built: 1979 - Material: Fiberglass/Polyester resin - Construction: Monolithic - Long keel (no keel bolts) - Naval architect: Angus Primerose - Hull length: 10.70 m - Waterline length: Length: 8 m - Beam: 3.20 m - Draft: 1.55 m - Displacement: 5,800 kg - Ballast: 2,500 kg - Upwind sail area: 64 m² - Genoa: 40 m² - Mainsail: 24 m² - Engine: Mercedes - 42 hp - Category: 1st class for 5 people - Deck saloon with 360° views: all coachroof windows replaced in 2025 - MAREX VETUS double-glazed windows - Dual steering with interior and exterior wheel control ? Owner's Note I am selling my Voyager 35 sailboat, a model designed by Angus Primrose and built by the British shipyard Trident Marine, renowned for the quality of its pilothouses. I thoroughly enjoyed bringing it up to standard during a complete refit carried out between 2020 and 2025. This sailboat has many advantages: Interior and exterior helm stations, very practical in all weather conditions. Deep and safe aft cockpit with a relatively high freeboard. Bow thruster, greatly facilitating maneuvers despite the long keel. Sails in good condition and complete navigation electronics: autopilot, GPS, Raymarine chartplotter, VHF radio, AIS transceiver, Hydrovane windvane self-steering system, anemometer, and depth sounder. Upgraded electrical system: solar panels, 4-battery bank, 2 Victron MPPT regulators (2025), 12V/220V inverter, LED navigation lights. Onboard comfort: two anchors with anchors, manual windlass, portholes and windows replaced in 2025 (double glazing), sunshades, toilet with holding tank compliant with environmental standards. Easily beached thanks to its two steel legs. Hull treated with epoxy (2022) and durable Coppercoat antifouling. 4-person life raft, serviced in 2022. I am selling this boat to upgrade to a larger vessel. What will I miss most? Without hesitation, the superb 360-degree panoramic ocean view from the saloon, typical of Trident Marine Pilothouses. Complete owner's inventory available upon request with your contact information via the contact form. Viewings by appointment only.

Limitation of liability : XBOAT presents the details of the boat as supplied to us by the owner.

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